

Appendix A

Personal Assessment and Minimums

Each pilot should establish personal weather minimums, which may be (and often are) above FAA legal minimums for a VFR or IFR flight. Airlines and corporate flight departments set individual minimums above FAA weather minimums where pilot experience is limited. They also have operational minimums that apply when the aircraft has less than full operation of all systems for dealing with weather. Similarly, pilot personal minimums should be based on a clear assessment of pilot certification, experience, proficiency, and currency.

The assessment form below should be used to evaluate personal experience and qualifications. When the pilot obtains a new rating or upgrades a certificate, or when current experience level changes, the self-assessment factors should be reviewed (at least annually). If appropriate, revisions would then be made to the personal minimums. A copy of the appropriate personal minimums checklist should be carried with the pilot when making important risk management decisions.

Certification, Training, and Experience Summary	Self-Assessment Factors	Revised Self-Assessment
Certification/ratings (e.g., private, multi-engine; instrument)		
Highest certificate level 7 ratings (including complex aircraft)		
Training		
Flight review (e.g., certificate, rating, Wings Program completion)		
Instrument Proficiency Check		
Time since checkout in aircraft #1:		
Time since checkout in aircraft #2:		
Time since checkout in aircraft #3:		
Variation in equipment (GPS navigator), number of different panels		
Experience		
Total flying time in hours		
Number of years flying		

Certification, Training, and Experience Summary	Self-Assessment Factors	Revised Self-Assessment
Hours in the last year		
Hours in this or identical airplane in last year		
Landings in last year		
Night hours in last year		
Night landings in last year		
High density altitude hours in last year		
Mountainous terrain hours in last year		
Strong crosswind or gusty landings in last year		
IFR hours in last year		
Actual hours in IMC in the last year		
Approaches (actual or simulated) in last year		

Personal Minimums VER Pilot		
Cut and Fold	Cut and Fold	Cut and Fold
Condition	Example: 100 Hour VFR Pilot	Your Personal Minimums
Minimum visibility – day VFR	5 miles	
Minimum visibility – night VFR	7 miles	
Minimum ceiling – day VFR	3,000 feet	
Minimum ceiling – night VFR	5,000 feet	
Surface wind speed & gusts	15 knots 5 knot gust	
Maximum cross wind	7 knots	
Other VFR (e.g., mountain flying, over water beyond gliding distance)	Consult instructor/mentor	
Fuel reserves (day VFR)	1 hour	
Fuel reserves (night VFR)	1½ hour	

Personal Minimums IFR Pilot		
Cut and Fold	Cut and Fold	Cut and Fold
Condition	Example: 300 Hour IFR Pilot	Your Personal Minimums
Minimum visibility – day VFR	3 miles	
Minimum visibility – night VFR	5 miles	
Minimum ceiling – day VFR	2,000 feet	
Minimum ceiling – night VFR	3,000 feet	
Surface wind speed & gusts	15 knots 5 knot gust	
Maximum cross wind	7 knots	
IFR approach ceiling	Minimums + 500 feet	
IFR approach visibility (precision approaches)	Minimums + ½ mile	
IFR approach visibility (nonprecision approaches)	Minimums + 1 mile	
Other IFR (e.g., icing)	Consult instructor/mentor	
Fuel reserves (day VFR)	1 hour	
Fuel reserves (night or IFR) 1½ hour	1½ hour	